

RTIP ID# <i>(required)</i> ORA020109				
TCWG Consideration Date February 23, 2010				
Project Description <i>(clearly describe project)</i> To construct an auxiliary lane for vehicles exiting the southbound I-5 freeway and to include modification of the Type L-6 (hook ramps) interchange by adding a lane to the southbound off-ramp entrance and to widen the ramp to three lanes to provide dual left-turn lanes and a single right-turn lane for vehicles accessing Camino Capistrano. Camino Capistrano would also be widen in the vicinity of the ramp intersection to provide an additional lane from San Juan Creek Road to Approximately 500 meters south of the ramp intersection.				
Type of Project <i>(use Table 1 on instruction sheet)</i> Reconfigure existing interchange.				
County Orange	Narrative Location/Route & Postmiles I-5 PM 8.5–9.4 I-5 Southbound at Camino Capistrano and San Jaun Creek Road. Caltrans Projects – EA# 0E5700			
Lead Agency: Caltrans				
CONTACT PERSON	Phone#	Fax#	EMAIL	
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Hot Spot Pollutant of Concern <i>(Check one or both)</i> PM2.5 <input checked="" type="checkbox"/> PM10 <input checked="" type="checkbox"/>				
Federal Action for which Project-Level PM Conformity is Needed <i>(check appropriate box)</i>				
<input checked="" type="checkbox"/> Categorical Exclusion (NEPA)	<input type="checkbox"/> EA or Draft EIS	<input type="checkbox"/> FONSI or Final EIS	<input type="checkbox"/> PS&E or Construction	<input type="checkbox"/> Other
Scheduled Date of Federal Action: 3/23/06				
NEPA Delegation – Project Type <i>(check appropriate box)</i>				
<input type="checkbox"/> Exempt	<input checked="" type="checkbox"/> Section 6004 – Categorical Exemption		<input type="checkbox"/> Section 6005 – Non-Categorical Exemption	
Current Programming Dates <i>(as appropriate)</i>				
	PE/Environmental	ENG	ROW	CON
Start	2/8/02	7/1/07	3/1/08	5/27/10
End	4/17/06	12/15/09	11/9/09	1/1/14

Project Purpose and Need (Summary): *(attach additional sheets as necessary)*

Need:

To resolve the operational deficiency currently experienced along the I-5 southbound off-ramp at Camino Capistrano. Off-ramp queuing presently experienced at the location results in vehicles backing up onto the general-purpose lanes of the I-5 freeway causing not only operational concerns but also safety concerns.

Purpose:

To improve the traffic congestion of the I-5 southbound off-ramp at Camino Capistrano, and to provide an auxiliary lane to alleviate the vehicle queuing along the ramp currently experienced during peak traffic hours.

Surrounding Land Use/Traffic Generators *(especially effect on diesel traffic)*

North: Light industrial facilities followed by residential;
South: Vacant land, followed by industrial facilities and residential;
East: Automotive dealership followed by residential; and
West: light industrial facilities followed by residential.

Opening Year: Build and No Build LOS, AADT, % and # trucks, truck AADT of proposed facility

2013 No Build, Camino Capistrano, ADT = 11,930, Truck ADT = 513 (4.3%), LOS = F

2013 Build, Camino Capistrano, ADT = 11,930, Truck ADT = 513 (4.3%), LOS = C

RTP Horizon Year / Design Year: Build and No Build LOS, AADT, % and # trucks, truck AADT of proposed facility

2035 No Build, Camino Capistrano, ADT = 14,262, Truck ADT = 613 (4.3%), LOS = F

2035 Build, Camino Capistrano, ADT = 14,262, Truck ADT = 613 (4.3%), LOS = D

Opening Year: If facility is an interchange(s) or intersection(s), Build and No Build cross-street AADT, % and # trucks, truck AADT

2013 No Build, I-5 SB, ADT = 122,963, Truck ADT = 5,287 (4.3%)

2013 Build, I-5 SB, ADT = 122,963, Truck ADT = 5,287 (4.3%)

RTP Horizon Year / Design Year: If facility is an interchange (s) or intersection(s), Build and No Build cross-street AADT, % and # trucks, truck AADT

2035 No Build, I-5 SB, ADT = 147,005, Truck ADT = 6,321 (4.3%)

2035 Build, I-5 SB, ADT = 147,005, Truck ADT = 6,321 (4.3%),

Describe potential traffic redistribution effects of congestion relief (*impact on other facilities*)

See attached

Comments/Explanation/Details (*attach additional sheets as necessary*)

See attached

PM₁₀ and PM_{2.5} Analysis

The proposed project is within a nonattainment area for federal PM_{2.5} and PM₁₀ standards. Therefore, per 40 CFR Part 93, an analysis is required for conformity purposes. However, the EPA does not require hot-spot analyses, qualitative or quantitative, for projects that are not listed in section 93.123(b)(1) as an air quality concern. The project does not qualify as a POAQC because of the following reasons:

- i. The proposed project is not a new or expanded highway project. The proposed project is a ramp widening project that does not increase the capacity of Interstate 5 (I-5). This type of project improves freeway interchange operations by reducing traffic congestion and improving merge operations. Based on the traffic data prepared for the proposed project (Caltrans January 2010), the traffic volumes along the southbound I-5 off-ramp to Camino Capistrano would not exceed the 125,000 average daily traffic trips threshold for a POAQC. In addition, the traffic volumes would not exceed the 8 percent or 10,000 vehicle thresholds for total truck AADT for a POAQC. The project would not increase the capacity or the traffic volumes along I-5. The future traffic volumes along the southbound I-5 off-ramp to Camino Capistrano and I-5 are shown in Table A.

Table A: Average Daily Traffic Volumes (Total AADT/Truck AADT)

Roadway Link	2008	2013	2035
Southbound I-5 off-ramp at Camino Capistrano	11,400/490	11,930/513	14,262/613
Southbound I-5 mainline at Camino Capistrano	117,500/5,053	122,963/5,287	147,005/6,321

Source: Caltrans, January 2010.

- ii. The proposed project does not affect intersections that are at LOS D, E, or F with a significant number of diesel vehicles. Based on the Traffic Study for the *I-5 Southbound Off-ramp at Camino Capistrano Project Report* (2006) the proposed project would reduce the delay and improve the LOS at the project intersection. The LOS conditions with and without the proposed project are shown in Table B.

Table B: Southbound Off-Ramp Level-of-Service Summary

Scenario	Period	Left-turn Lane Group		Right-turn Lane Group	
		V/C Ratio ¹	LOS	V/C Ratio	LOS
Existing (2004)	AM	0.82	C	0.12	B
	PM	1.00	D	0.21	A
No Build (2030)	AM	1.37	F	0.15	B
	PM	1.88	F	0.51	C
Build (2030)	AM	0.88	C	0.00	A
	PM	0.97	D	0.00	A

- iii. The proposed project does not include the construction of a new bus or rail terminal.
- iv. The proposed project does not expand an existing bus or rail terminal.

¹ V/C Ratio – Volume to capacity ratio

- v. The proposed project is not in or affecting locations, areas, or categories of sites that are identified in the PM_{2.5} and PM₁₀ applicable implementation plan or implementation plan submission, as appropriate, as sites of violation or possible violation.

Therefore, the proposed project meets the CAA requirements and 40 CFR 93.116 without any explicit hot-spot analysis. The proposed project would not create a new, or worsen an existing, PM_{2.5} or PM₁₀ violation.